

# CHAPTER 1 – PURPOSE AND NEED

Chapter 1 - Purpose and Need is organized as follows:

- **1.1 Project Background** – Introduces the project, providing general information relating to location, growth, traffic, project termini, and purpose of the environmental study.
- **1.2 Corridor Planning** – Discusses Syracuse Road planning efforts.
- **1.3 Project Need** – Identifies project need, including system linkage, regional growth, capacity and travel demand, bus and rail transit, and safety.
- **1.4 Project Purpose** – Identifies the project purpose, including accommodating regional travel demand, providing a transportation facility consistent with current standards, providing a transportation facility consistent with state and regional plans, providing a transportation facility consistent with local plans, and enhancing opportunities to incorporate multi-modal facilities within the corridor.
- **1.5 Project Goals and Objectives** – Discusses goals and objectives considered and included in the project when feasible and prudent and within funding constraints.
- **1.6 Related Environmental Impact Statements, Environmental Assessments, and Other Relevant Documents and Planning Studies** – Identifies other local and regional planning documents.

## 1.1 PROJECT BACKGROUND

The Wasatch Front Urban Area has experienced rapid growth over the last several decades. The portion of northwestern Davis County between I-15 and the Great Salt Lake continues to experience this growth. The communities of Syracuse, Layton, West Point, Clearfield, and Clinton are experiencing the challenges that arise in transitioning from rural farming communities to suburban cities.

Syracuse Road (SR-108, 1700 South, or Antelope Drive) functions as the primary east-west corridor in this portion of north Davis County (see Figure 1-1) and connects I-15 to Antelope Island State Park in the Great Salt Lake. Between I-15 and 1000 West, Syracuse Road has been reconstructed to a five-lane section (two lanes in each direction with a two-way left-turn lane). This document addresses transportation needs between 1000 West and 2000 West.

Syracuse City has grown from 4,658 people in 1990 to 9,398 in 2000 (U.S. Census) and is expected to reach a population of over 26,284 by 2030 (Governor's Office of Planning and Budget). Syracuse City, based on its data, has projected that with all available land developed, it will reach a build-out population of 35,100 by 2020. Regardless of which projection is used, the growth of the city will result in continued growth in the travel demand on Syracuse Road. Other cities in the area are expected to continue to grow through 2030, with projected annual average growth rates ranging from 0.6 percent to 2.6 percent.

Traffic congestion is occurring between 1000 West and 2000 West on Syracuse Road. Currently, between 1000 West and 2000 West, Syracuse Road has two travel lanes (one in each direction), some curb and gutter, and some segments of sidewalk. Adjacent property uses include residential, institutional, commercial, and agricultural.



Figure 1-1. Project Location Map.

The Utah Department of Transportation (UDOT), in conjunction with Syracuse City, proposes to make transportation related improvements to the Syracuse Road corridor between 1000 West and 2000 West (Reference Post 3 to 4) in Syracuse, Utah, a distance of one mile. As described in Section 1.4, the purpose of this project is to provide a facility that will accommodate the regional travel demand; be consistent with approved design and safety standards; be consistent with local, regional, and state plans; and provide opportunities to incorporate multi-modal transportation.

The termini for this study were selected to be 1000 West and 2000 West in Syracuse City. These limits are of sufficient length to address environmental impacts on a broad scope because the project will complete the improvements to Syracuse Road within the more heavily developed area and will provide consideration of impacts on the adjacent urban environment. The project has independent utility, since improving Syracuse Road from 1000 West to 2000 West addresses current and future demand and connects to improvements to the east that provide access to I-15. The project limits do not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Additional information is included in UDOT's February 11, 2004 letter in Chapter 8 concerning logical termini.

This Environmental Impact Statement (EIS) has been conducted to assist local, state, and federal decision-makers in identifying the best course of action to pursue in improving the safety and operation of Syracuse Road. This EIS has been prepared in accordance with the provisions of the National Environmental Policy Act (NEPA) and the corresponding regulations and guidelines of the Federal Highway Administration (FHWA), the lead federal agency. Specifically, the objective of NEPA and this EIS is to evaluate proposed courses of action and make decisions in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; the social, economic, and environmental impacts of the proposed improvements; stakeholder input; and national, state, and local environmental protection goals.

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

## 1.2 CORRIDOR PLANNING

Planning for the proposed action began as part of the Wasatch Front Regional Council's (WFRC) regional planning efforts for the greater Ogden urbanized area, which includes Syracuse City. The WFRC has conducted regional transportation planning for the Ogden area since 1969. These planning efforts, made in cooperation with UDOT, the Utah Transit Authority (UTA), and local agencies, have included the development and maintenance of a long range transportation plan for the Ogden area, which includes Davis County. The WFRC Long Range Transportation Plan (LRTP) is based on a comprehensive, area-wide transportation systems analysis that addresses all modes of transportation, including highways, transit, trucking, rail, air, pedestrian, and bicycle, and is consistent with federal law. Of these modes of transportation, this document addresses highway, transit, pedestrian, and bicycle.

The latest WFRC LRTP Update (2004-2030) includes planning for highway improvements, bicycle routes, and transit facilities. To coincide with anticipated financing and revenue streams, the projects identified in the 2030 LRTP Update have been divided into three separate phases: Phase 1 (2004-2012); Phase 2 (2013-2022); and Phase 3 (2023-2030).

- The need for corridor improvements is identified on this segment of Syracuse Road by 2012 (see Figure 1-2) [WFRC LRTP figure VI-2]. The WFRC LRTP classifies Syracuse Road as a Minor Arterial (see Figure 1-3) [WFRC LRTP Figure VI-3] and discusses improvements within a 106-foot right-of-way to increase vehicular capacity as well as accommodate bicycle travel. Syracuse Road is described in the WFRC LRTP as part of important upgrades in northern Davis County:

**WFRC Defines a Minor Arterial** as a roadway that interconnects and augments the urban principal arterial system, provides service to trips of moderate length, contains facilities that place more emphasis on land access, and provides for movement within communities without penetrating identifiable neighborhoods.



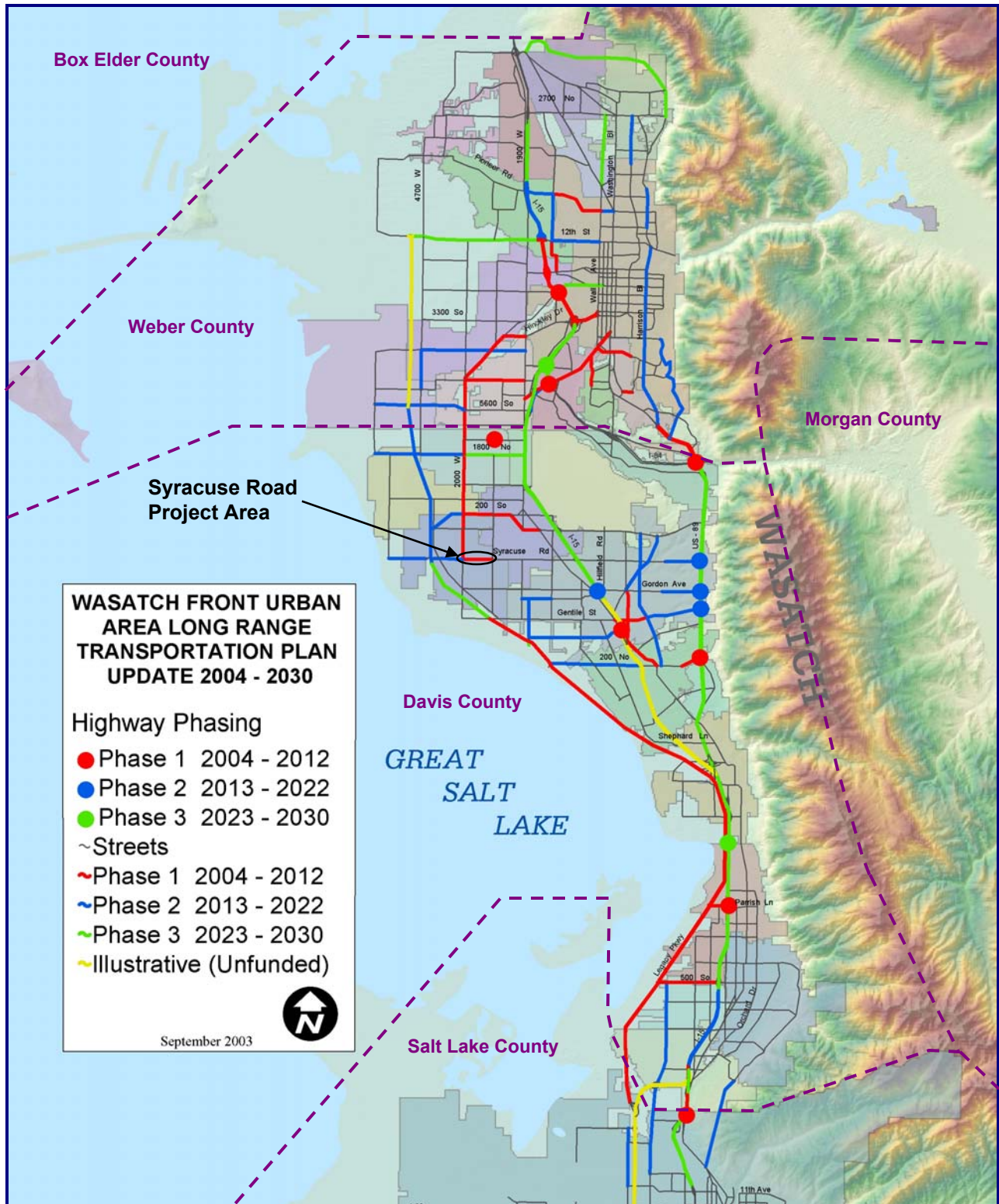


Figure 1-2. WFRM Highway Phasing Plan.

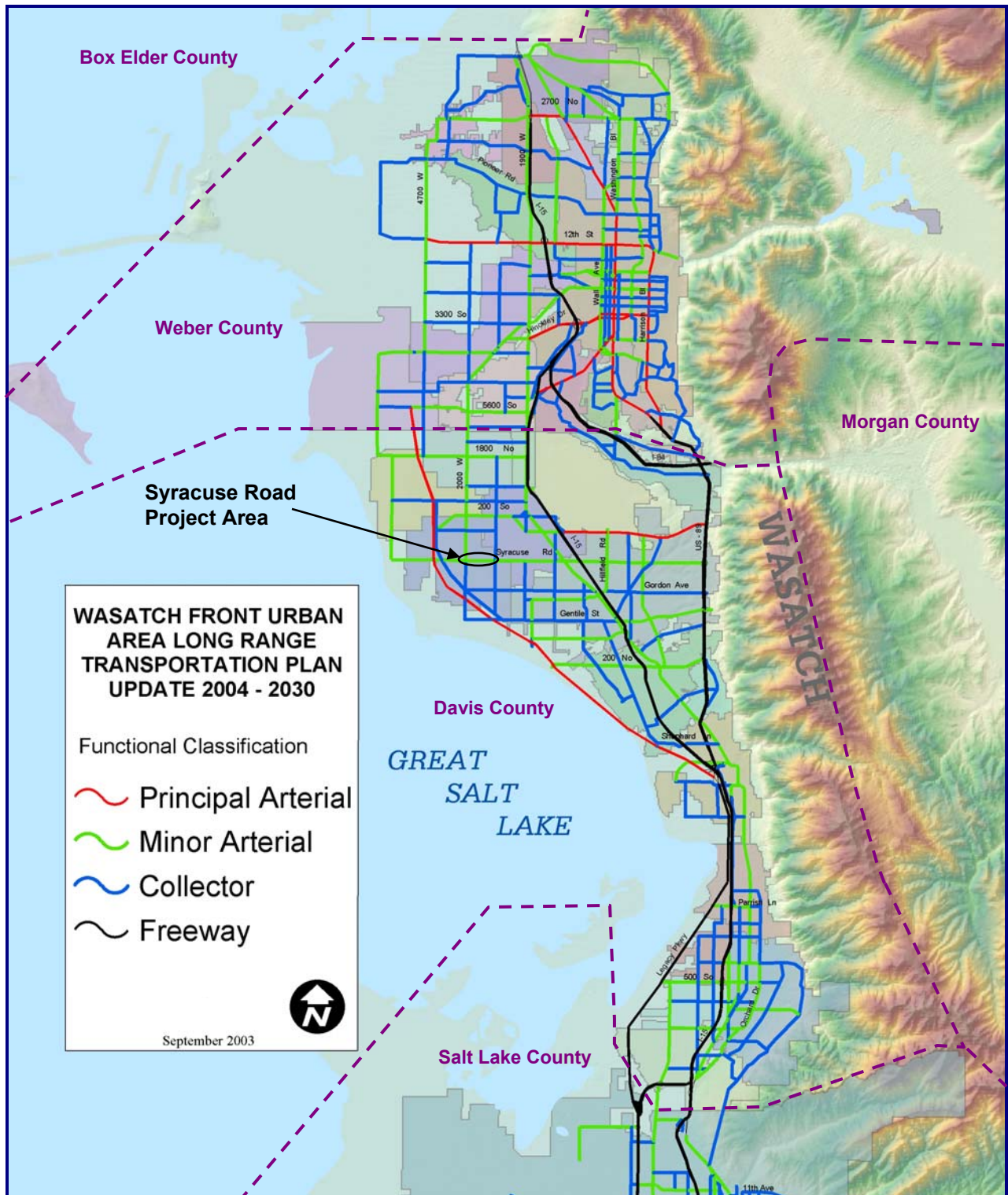


Figure 1-3. WFR Functional Classification.

*Several important upgrades are planned for arterial streets in northern Davis County and parts of Weber County. These improvements include the widening of 1800 North and 2300 North in Clinton, Syracuse Road between the Freeport Center and 4500 West, Gentile Street/Oakhills Drive in Layton between SR-126 and US-89, and 200 North in Kaysville between I-15 and Angel Street. Notable projects to increase regional north-south capacity are upgrades of Fairfield Road, Midland Drive, 3500 West in Weber County, 2000 West in Davis County, Monroe Boulevard, Adams Avenue and 1100/1200 West in Ogden.*

- The WFRC Bicycle Plan shows the proposed bicycle facilities for this area, including a Class II bicycle facility along Syracuse Road (see Figure 1-4)[LRTP figure VI-9]. As stated in the LRTP:

*Many existing and new collector and arterial streets have been identified as bicycle routes where shoulders are, or are planned to be, wide enough to accommodate bicycle travel. These streets include...Syracuse Road in Layton and Clearfield, Bluff Road in Syracuse.... These facilities in the Plan are intended to serve major activity centers, such as the Salt Lake City's central business district, the University of Utah, Weber State University, the Salt Lake Community College, major employment centers, transit stations, and on a more local level, numerous public schools. Bicycles are allowed on all streets, with the exception of most interstate highways. Therefore, all streets should be designed to accommodate the bicycle mode of travel, where possible. Also, the Regional Bicycle Plan identifies other bicycle trails or paths that have their own right-of-way. Examples of these are the facilities associated with the Legacy Parkway, the Jordan River Parkway, the Bonneville Shoreline Trail, some light rail routes, and several canals.*

- The WFRC Transit Plan (see Figure 1-5)[LRTP figure VI-5] includes a high frequency bus route on 2000 West and 2700 South, which would serve this general area. High frequency bus service is described in the LRTP:

*High Frequency corridors are unique only in their TRAX-like frequency. High frequency bus service may be modified existing bus routes or new routes and take the form of limited-stop or local service as well as peak only or all day service depending upon the nature of the surrounding land uses. A high frequency corridor grid should be formed in the Salt Lake Area and a modified radial pattern be formed in the Ogden/Layton Area. The actual structure, stop spacing, hours of operation, and stop and speed enhancements belonging to each of these corridors will be determined by UTA and local planners as it is implemented in the future.*



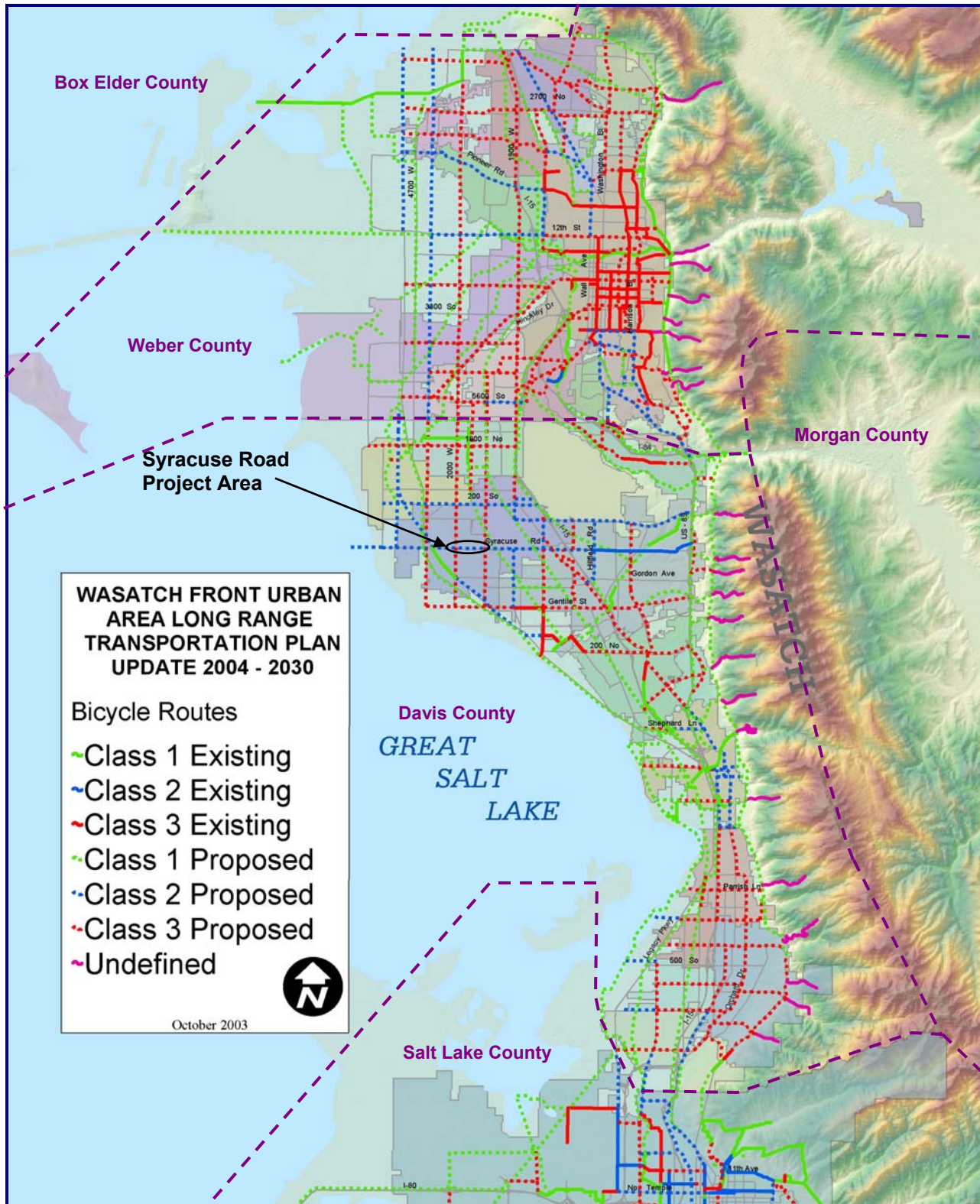


Figure 1-4. WFRC Bicycle Routes.

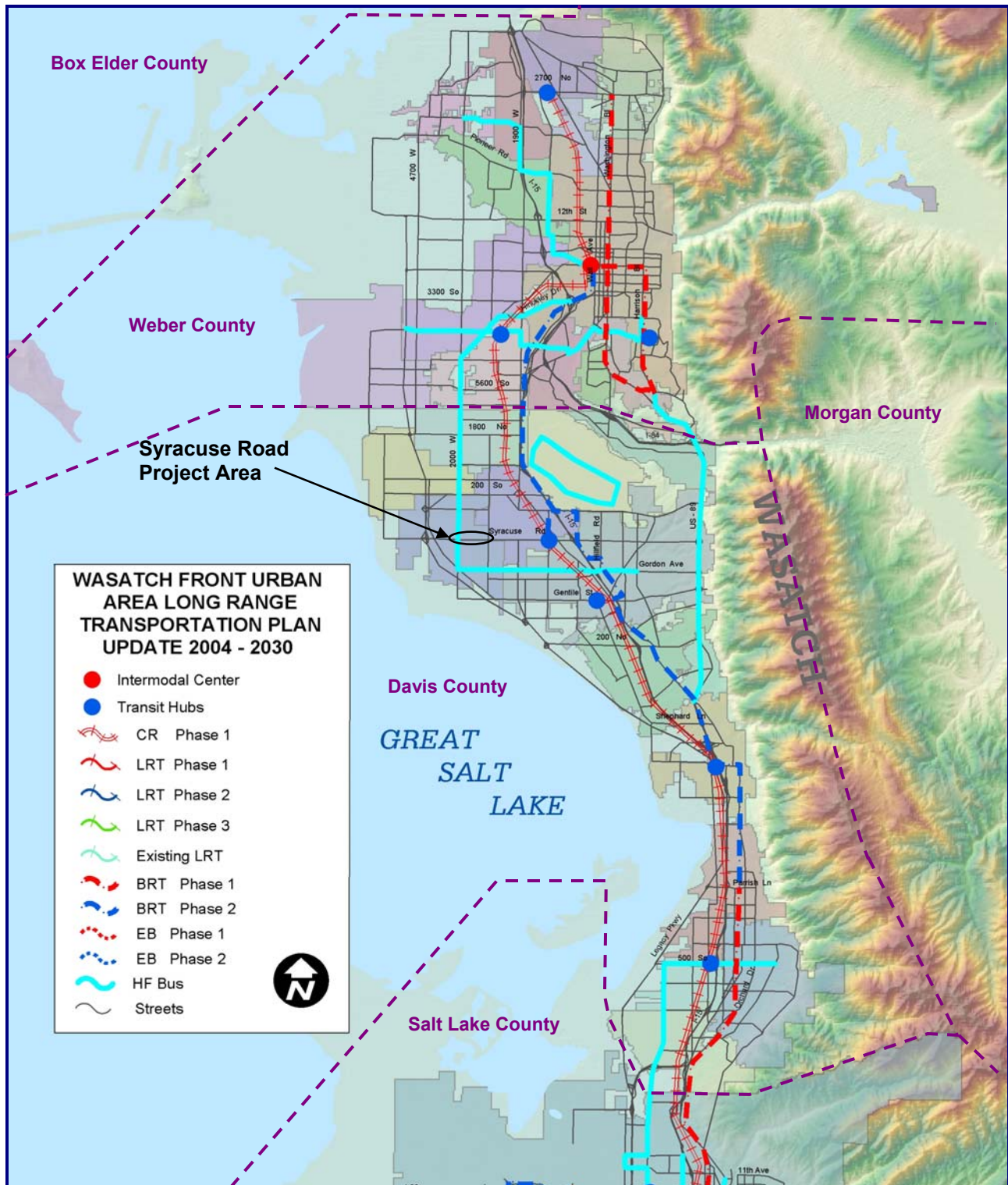


Figure 1-5. WFRS Transit Plan.



A transit plan objective stated in the LRTP is:

*Use High Frequency Bus lines to complete a system of community services that is anchored by the LRT [Light Rail Transit], BRT [Bus Rapid Transit], and Enhanced Bus lines. A broadly spaced grid pattern is recommended for the Salt Lake Urbanized Area and a modified radial pattern is recommended for the Ogden/Layton Urbanized Area. Exceptions to the radial pattern in the Ogden/Layton Urbanized Area would be a Hill Air Force Base shuttle and a direct connection between Roy and the Weber State University main campus.*

The Syracuse Road corridor is included in WFRC's Congestion Management System (CMS) (see March 2, 2004 WFRC letter in Chapter 8). The CMS is a tool to support development of the LRTP and WFRC's Transportation Improvement Program (TIP), a five-year program of highway and transit projects for the Salt Lake and Ogden Metropolitan Area. The CMS implements demand management and system management strategies with the intent to resolve congestion without increasing roadway capacity, if possible. The CMS recommends that the Syracuse Road facility be managed as effectively as possible through geometric design, use of alternative modes of transportation, and signal technologies. Improvements should include enhanced signal coordination, development and implementation of an access management plan, transit improvements through coordination with UTA, and coordination with local governments to ensure that right-of-way be preserved for existing and planned bicycle and pedestrian facilities. The CMS also recognizes that these management strategies are not sufficient to meet the transportation demand on Syracuse Road. CMS recommendations are included in the build alternatives as discussed in Chapter 2.

Syracuse Road is part of the State Highway system, designated as State Route 108. UDOT has recognized the role of Syracuse Road in the regional transportation system and the need to make improvements along the corridor by including Syracuse Road on the Statewide Transportation Improvement Program (STIP). The STIP is a five-year plan of highway and transit projects for the State of Utah and guides the development of projects through conception, environmental studies, right-of-way acquisition, planning, and advertising for construction. The STIP has programmed right-of-way and construction activities along Syracuse Road from 1000 West to 2000 West to begin as early as 2006.

The Syracuse City Master Transportation Plan, adopted in 1997, shows Syracuse Road as the major transportation facility through the center of Syracuse on the Roadway Classifications map (see Figure 1-7). Syracuse Road is classified as an arterial with a recommended right-of-way width of 106-ft, which would include four travel lanes, a two-way left-turn lane, shoulders, parkstrip, and sidewalks. The plan also recommends that Syracuse Road between 1000 West and 2000 West be consistent with eastern portions of the roadway.

The Syracuse General Plan (latest revision approved February 25, 2003) is designed to help retain the character that has made Syracuse a desirable place to live. Low population density and agriculture have been stated as the driving qualities for people to locate to Syracuse. These two characteristics, along with a strong sense of community identity and community pride, are necessary to develop a place where residents feel safe and welcome. It is the goal of the city to

preserve and perpetuate these qualities and this way of life, while allowing the development of residential, commercial, and light industrial properties in such a manner as to not detract from or reduce the sense of community that currently exists. Syracuse Road is an important part of the Syracuse General Plan, with the 1700 South Street Redevelopment District covering the 1700 South (Syracuse Road) – 2000 West intersection, the development of the Town Center Master Plan (see Figure 1-6) around this same intersection, and the planned development of commercial properties along most of Syracuse Road from 1000 West to 2000 West. The General Plan shows the land adjacent to Syracuse Road planned for commercial except for residential areas on the north side from 1100 West to approximately 1500 West and on the south side for the lots adjacent to Allison Way. The recommended improvements in the Master Transportation Plan are included in the General Plan.

A Town Center Master Plan was adopted by the City of Syracuse on March 11, 2003 (see Figure 1-6). This plan establishes the framework for the development of a unique area surrounding 2000 West and Syracuse Road. The plan is designed to define and affirm the character of Syracuse City, as well as create a sense of community. The critical steps to accomplish this include establishing a “downtown” center core, providing a recognizable gateway to both the City and to Antelope Island State Park, establishing a new retail activity center, establishing higher density development at the town center, connecting to the citywide trail system to provide a walkable community, and ensuring quality improvements and streetscape. The improvement of Syracuse Road in its current location is an integral part of this plan, including landscaping, lighting, sidewalks, and other street amenities.

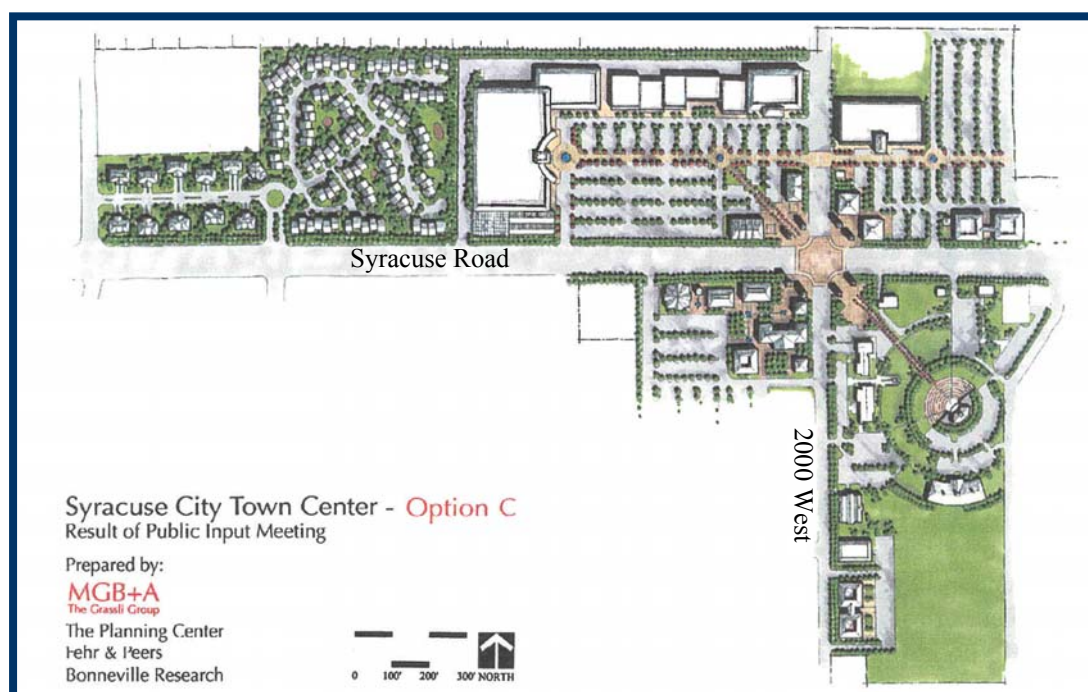


Figure 1-6. Syracuse Town Center Master Plan.

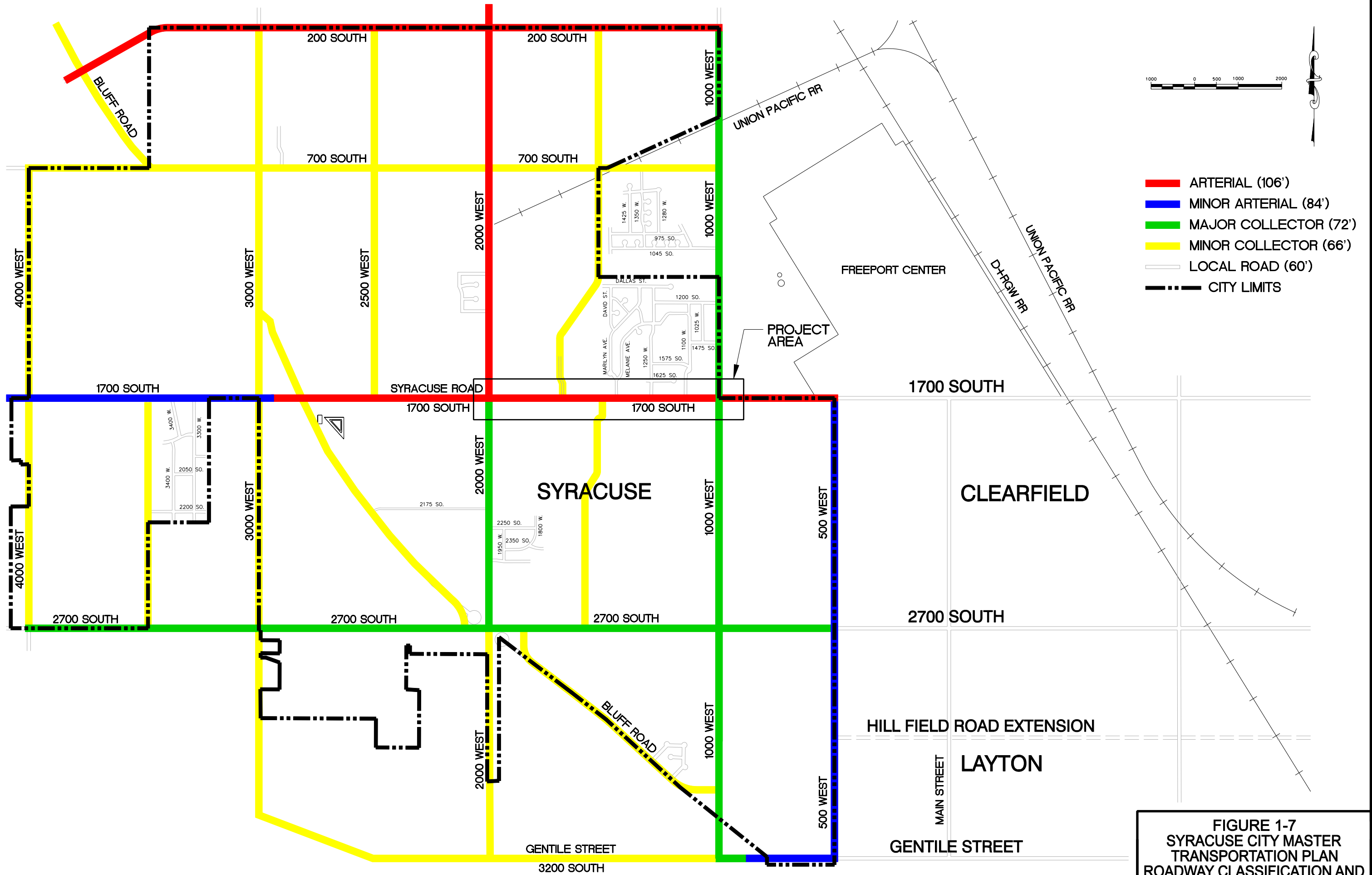


FIGURE 1-7  
SYRACUSE CITY MASTER  
TRANSPORTATION PLAN  
ROADWAY CLASSIFICATION AND  
2015 RECOMMENDED BUILD



Capacity improvements have been completed for Syracuse Road east of the proposed project. The approximately three-mile section from 1000 West to the I-15 Interchange has been constructed to a five-lane section with a 14-ft two-way left-turn lane, four 12-ft travel lanes, 12-ft shoulders, and 4-ft sidewalks within a 110-ft right-of-way.

## **1.3 PROJECT NEED**

### **1.3.1 System Linkage**

Syracuse Road has been functionally classified as an arterial and provides important access to northwestern Davis County and is the only arterial serving this area (see Figures 1-3 and 1-7). With its connection to I-15 on the east, it provides the main transportation corridor for access from residential areas in Syracuse, West Point, and Clinton to the commercial and employment areas along the I-15 corridor and the Salt Lake City and Ogden areas. Syracuse Road is the only roadway serving Antelope Island State Park on the west, providing access to this important recreation resource.

No other arterial streets serve this area of Davis County and have a connection to I-15. Gentile Street (3700 South), Gordon Avenue (2700 South), and West Point Road (300 North) are collectors that provide access to this growing area, but each must use connecting streets for access to I-15.

Future minor arterials are included in WFRC's LRTP (see Figure 1-3) at 200 South (2004 – 2012 timeframe) and Hill Field Road extension in Layton between 3200 West (Syracuse Main Street) and 2200 West (2013 – 2022 timeframe). These facilities will provide needed capacity as the area continues to develop; however, Syracuse Road will remain the dominant transportation facility serving this growing area.

The Legacy Parkway, designated as a principal arterial by WFRC, is also planned to serve this area of Davis County. Construction is planned from I-15 in Farmington to Gentile Street in the 2004-2012 timeframe; from Syracuse Road to the Weber County Line in the 2013–2022 timeframe; and from Gentile Street to Syracuse Road in the 2023–2030 timeframe.

### **1.3.2 Regional Growth**

Syracuse has always been a farming community, the first farm being established in 1876. By the early 1900's, most of the land in the area was under cultivation, with a salt maker and a bathing resort near the Great Salt Lake. The community continued to grow, becoming a town in 1935, and a third-class city in 1950. As the Wasatch Front continues to grow, Syracuse has experienced a transition to a residential community and is one of the most rapidly growing communities in Utah. According to the U.S. Census, from 1990 to 2000, Syracuse grew in population from 4,658 to 9,398 (approximately doubling in size). The Governor's Office of Planning and Budget estimates Syracuse City's 2003 population to be 14,159. This population growth was a result of new residential development which transformed the local landscape from a small agricultural community into a primarily residential urbanized area. According to Syracuse City, available land is projected to be developed by 2020, with a build-out population of 35,100. The adjacent communities of Clearfield, Clinton, Kaysville, Layton, and West Point have seen similar transitions and population growth.

Economic development and jobs are growing in these communities, along with the population growth. The current and future population estimates for Syracuse and surrounding cities are shown in Table 1-1. Continued growth will require continued development of the transportation system.

**Table 1-1. North Davis County: Cities Growth Summary.**

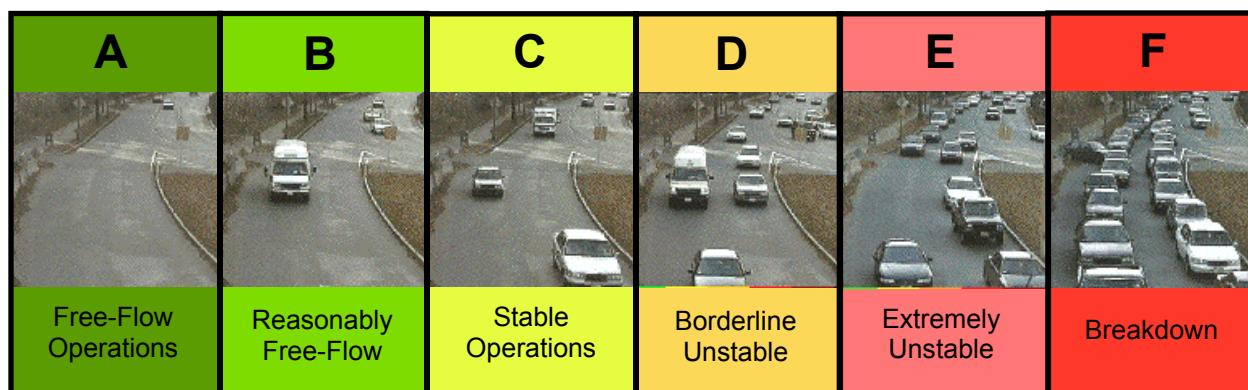
City	1990 Population	2000 Census Population	2030 Population Projection	2000-2030 Population Growth	2002 Employment	2030 Employment Projection	2000-2030 Employment Growth
Clearfield	21,435	25,974	33,108	27%	12,307	20,586	67%
Clinton	7,945	12,585	23,429	86%	3,085	3,892	26%
Kaysville	13,961	20,351	38,302	88%	5,077	7,679	51%
Layton	41,784	58,474	97,181	66%	15,401	23,252	51%
Syracuse	4,658	9,398	26,284	180%	1,556	3,752	141%
West Point	4,258	6,033	13,349	121%	1,155	1,990	72%
North Davis County Total	110,108	149,866	271,048	81%	17,066	19,067	12%
Davis County Total	187,941	238,994	392,003	64%	61,151	134,297	120%

Source: US Census Data, Governor's Office of Planning and Budget's *Population Projections for Utah's Cities & Unincorporated Areas: 2000-2030*, Wasatch Front Regional Council's Technical Report #42 *Small Area Socioeconomic Projections: 2002-2030*.

### 1.3.3 Capacity and Travel Demand

The *Highway Capacity Manual* defines the capacity of a roadway facility as the maximum “rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” In analyzing the capacity of a facility, the concept of level of service (LOS) is used.

Levels of service characterize the traffic operations of a facility in terms of such factors as speed, average travel delay, travel times, freedom to maneuver, and driver comfort and convenience. LOS ranges from A to F (see Figure 1-8), with LOS A representing the best operating conditions (little or no delay or congestion) and LOS F representing the worst operating conditions (extreme congestion and delay with long traffic queues). For planning purposes, LOS C is generally acceptable for rural areas, and LOS D is acceptable for urbanized areas. In some cases, LOS E may be acceptable, due to improvement constraints such as cost, right-of-way limitations, feasibility, environmental impacts, etc.



**Figure 1-8. Level of Service A Through F.**

Drivers on Syracuse Road are experiencing increasing congestion as traffic volumes have increased. As listed in Table 1-2, existing traffic on Syracuse Road between Banbury Drive and 1000 West is 20,000 vehicles per day (vpd) and is 16,000 vpd between Banbury Drive and 2000 West.

**Table 1-2. Syracuse Road Year 2000 and 2004 Vehicles Per Day.**

From	To	2000 VPD	2004 VPD
Main Street	1000 West	17,945	22,000
1000 West	Banbury Drive (1750 West)	17,945	20,000
Banbury Drive (1750 West)	2000 West	NA	16,000
2000 West	3000 West	6,980	9,000

\* Source: UDOT Traffic on Utah Highways; Syracuse Road Traffic Analysis, May 2004, Horrocks Engineers

Figure 1-9 shows the daily traffic volumes on roadways in the vicinity of the project based on traffic counts taken in early 2004. The capacity of a two-lane roadway is approximately 12,000 vpd. As shown above, Syracuse Road within the study area currently carries traffic volumes between 16,000 to 20,000 vpd, which exceeds the capacity of a two-lane road, resulting in severe congestion (LOS F) during peak periods.

There are two signalized intersections within the project limits. The intersection at 2000 West is operating satisfactorily with a LOS C. The intersection at 1000 West, however, is nearing capacity and is operating at LOS D.

Traffic projections for the design year of 2030 were determined using the WFRC regional transportation model (see traffic analysis in Appendix A). This model has been developed to predict traffic volumes based on the projected land uses of the area. Travel demand will continue to grow, and it is projected that traffic volumes on Syracuse Road will be as high as 30,000 vpd in 2030 (see Table 1-3). Traffic projections for Syracuse Road, and other roadways in the vicinity of the project, are shown on Figure 1-9.



Table 1-3. 2030 Level of Service on Existing Syracuse Road.

Roadway Segment	2030 Traffic (number of vehicles wanting to use Syracuse Road each day)	LOS
1000 West to Banbury Drive (1750 West)	30,000	F
Banbury Drive (1750 West) to 2000 West	24,000	F

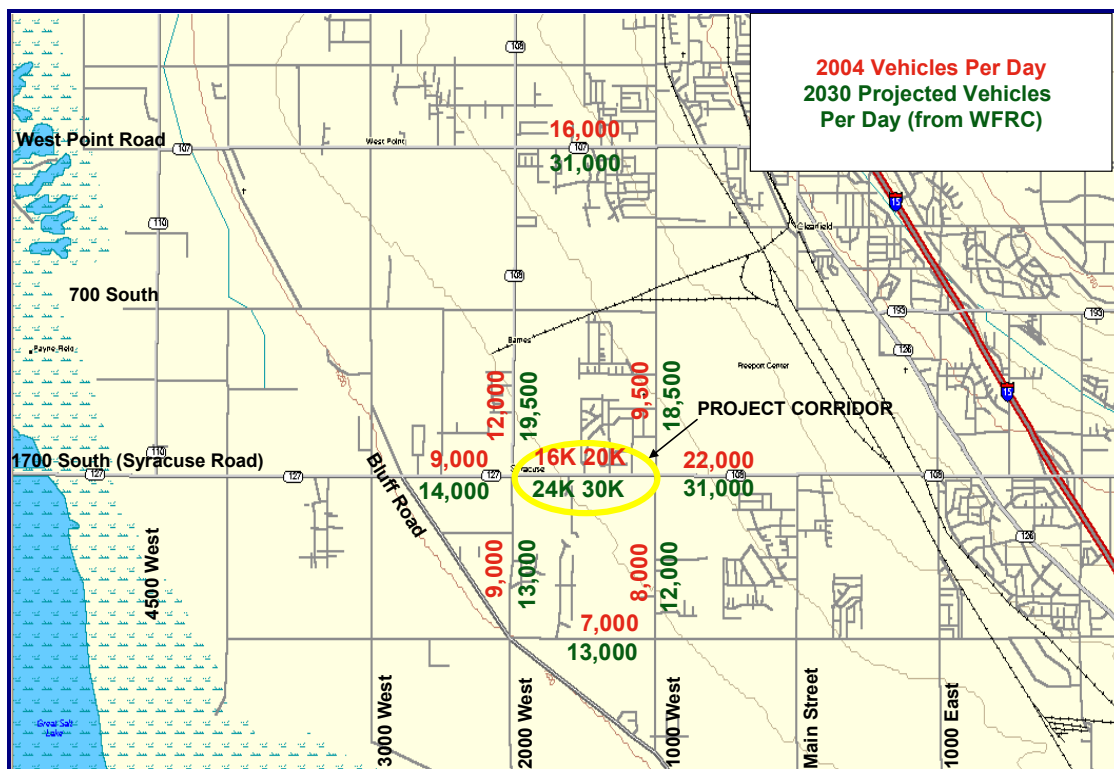


Figure 1-9. Syracuse Area 2004 and Projected 2030 Vehicles Per Day.

### 1.3.4 Bus & Rail Transit

Syracuse Road (between 2000 West and University Parkway, a distance of about five miles) is currently served by UTA bus route No. 626, which runs from 5600 South in Roy along 2000 West to Syracuse Road, then east to the Weber State University Davis Campus at 2750 North/University Parkway Boulevard in Layton. Weekday service on this route provides hourly service from approximately 6:30 a.m. to 6:30 p.m. This route is expected to continue, and no additional service is anticipated at this time.

UTA is in the planning/environmental study phase of implementing a 44 mile commuter rail line from Salt Lake City to Pleasant View north of Ogden. This rail service would use the existing Union Pacific Railroad (UPRR) line through Salt Lake, Davis, and Weber Counties, which crosses Syracuse Road approximately 1.8 miles east of the proposed Syracuse Road project. A proposed commuter rail station, the Clearfield Station, is located north of Syracuse Road (between 1450 South and 1100 South) at the existing UPRR automobile transfer facility (approximately 900 East) (see Figure 1-5 the Clearfield Station is labeled as a Transit Hub).

### 1.3.5 Safety

Accident information for Syracuse Road, 1000 West to 2000 West, is available for 2000 - 2002 (see Table 1-4 and Chapter 8 for April 8, 2004 letter from the UDOT Division of Traffic and Safety).

Table 1-4. Operational Safety Report Accident Data.

Urban Minor Arterial	Actual			Total/Avg	Expected
	2000	2001	2002		
Number of Accidents	35	31	34	100/33.3	
Accident Rate	7.00	6.20	5.19	6.13	5.46
Severity	1.77	1.65	1.68	1.70	1.65

Statistics show that the accident rates and severity are both higher than the expected range for the facility type and traffic volume. Most of the rear end accidents occurred in between intersections; the main causes of these accidents were either “following too closely” or “improper lookout.” The skid index for Syracuse Road through this segment is 33, which is substandard (skid numbers above 45 are considered good, skid numbers between 35 and 45 are considered marginal, and skid numbers below 35 require surface correction). Right-angle and left-turn accidents were concentrated at the 1000 West and 2000 West intersections. The main contributing factors for these accidents were “Disregard traffic signal” and “failure to yield the right-of-way,” respectively. A summary of most common accident types by quantity and by location is shown in Table 1-5.

Table 1-5. Accident Summary for 2000-2002 on Syracuse Road between 1000 West and 2000 West.

Location	Accident Type		
	Rear End	Right Angle	Left Turn
1000 West Intersection	8	6	4
2000 West Intersection	5	8	6
Segment – 1000 West to Banbury Drive (0.74-mi)	27	---	---
Segment – Banbury Drive to 2000 West (0.26-mi)	13	---	---
Total	53	14	10

## 1.4 PROJECT PURPOSE

The purpose of this project is to accommodate the transportation needs of the community and provide for future travel demand between 1000 West and 2000 West in Syracuse, Utah, including:

- **Accommodate the regional travel demand for east-west travel in northwest Davis County.** Syracuse Road plays an important role in meeting the travel demand for the existing development and projected growth of the communities of this section of the county. It provides:
  - Commuter access to nearby employment centers such as Freeport Center and Hill Air Force Base as well as to I-15 for more distant employment centers such as Salt Lake City and Ogden

- Shopping access to local and regional commercial districts
- Recreational access to Antelope Island State Park and other areas associated with the Great Salt Lake
- **Provide a transportation facility consistent with current standards, including those adopted by UDOT and the American Association of State Highway and Transportation Officials (AASHTO), and improve safety features of the facility to address current and future safety concerns.** These safety concerns include:
  - Improvements to solve current safety concerns, especially the high number of rear-end and intersection accidents
  - Improvements that will safely accommodate future travel demand
- **Provide a transportation facility consistent with state and regional plans.** These plans include:
  - UDOT has identified the need for Syracuse Road improvements as part of the state highway system.
  - WFRM, in its LRTP Update, 2004-2030, has recognized Syracuse Road as an important facility to meet the needs of vehicle, transit, and bicycle traffic.
- **Provide a transportation facility consistent with local plans.** These plans include:
  - Syracuse City has included improvements to Syracuse Road in its Master Transportation Plan.
  - Syracuse City has a General Plan that guides the land use development of the city.
  - Syracuse City has also developed its Town Center Master Plan with Syracuse Road as an integral part of the plan.
- **Enhance the opportunities to incorporate multi-modal facilities within the corridor.**
  - Provide safe bus stops along the route and ensure good access to the proposed Ogden to Salt Lake City rail commuter line
  - Provide for safer bicycle and pedestrian movement

## 1.5 PROJECT GOALS AND OBJECTIVES

It is intended that the project be a benefit to the entire community. Factors that will be considered and included in the project, when feasible and prudent and within funding constraints, include:

- Incorporate the vision of local communities. The project will be consistent with the Syracuse General Plan, which outlines the desired land use. The Syracuse City Town Center Master Plan provides for the development of the area near the intersection of Syracuse Road and 2000 West. The project will incorporate the concept of the town center, including streetscape features.
- Incorporate streetscape features that will enhance the community, as desired by the local residents.
- Meet desirable rather than minimum design standards, consistent with common practice. Highway design standards usually provide a range of values for critical dimensions. This



range of values provides flexibility to encourage designs tailored to particular situations. Minimum values are either given or implied by the lower value in a given range of values, and can be used to minimize impacts or costs. The higher or desirable values within the ranges will normally be used where the social, economic, and environmental impacts are not critical. Higher values are given which will provide a higher LOS, additional safety, better aesthetics, etc. Elements of design that affect the project impacts and the range of design values (in feet) are shown in Table 1-6.

**Table 1-6. Minimum and Desirable Values for Roadway Design Elements.**

<b>Cross-Section Element</b>	<b>Minimum Standard (feet)</b>	<b>Desirable Standard (feet)</b>
Two-way left-turn lane	10 <sup>U</sup>	14 <sup>U</sup>
Travel Lane	9 <sup>A</sup>	12 <sup>A</sup>
Shoulder	8 <sup>U</sup> (can include bike lane)	10-12 <sup>U</sup> (can include bike lane)
Bike Lane	5 <sup>A</sup>	5 <sup>A</sup>
Parkstrip	0 (w/ 6' sidewalk) <sup>U</sup> 4 (w/ 4' sidewalk) <sup>U</sup>	4 <sup>U</sup>
Sidewalk	6 (w/ no parkstrip) <sup>U</sup> 4 (w/ 4' parkstrip) <sup>U</sup>	8 (w/ no parkstrip) <sup>U</sup> 6 (w/ 4' parkstrip) <sup>U</sup>
Curb/Gutter	2.5	2.5
Clear Zone (edge of outside travel lane to right-of-way)	20 <sup>A</sup>	20-22 <sup>A</sup>

Source: U = Utah Department of Transportation Standards, A = American Association of State Highway and Transportation Officials Standards

## 1.6 RELATED ENVIRONMENTAL IMPACT STATEMENTS, ENVIRONMENTAL ASSESSMENTS, AND OTHER RELEVANT DOCUMENTS AND PLANNING STUDIES

The proposed action is independent of other projects under consideration and is consistent with several local and regional planning documents, including:

- *North Legacy Transportation Corridor Study*, Wasatch Front Regional Council, August 2001
- *Syracuse City General Plan*, adopted by ordinance 03-01, February 2003
- *Syracuse City Master Transportation Plan*, adopted February 1997
- *Syracuse City Town Center Master Plan*, adopted March 11, 2003
- *Wasatch Front Urban Long Range Transportation Plan Update: 2004 - 2030*, Wasatch Front Regional Council, adopted December 2003
- *SR-108: Syracuse Road; Clearfield Main Street to 1000 West Environmental Document* (Categorical Exclusion) approved July 19, 2002